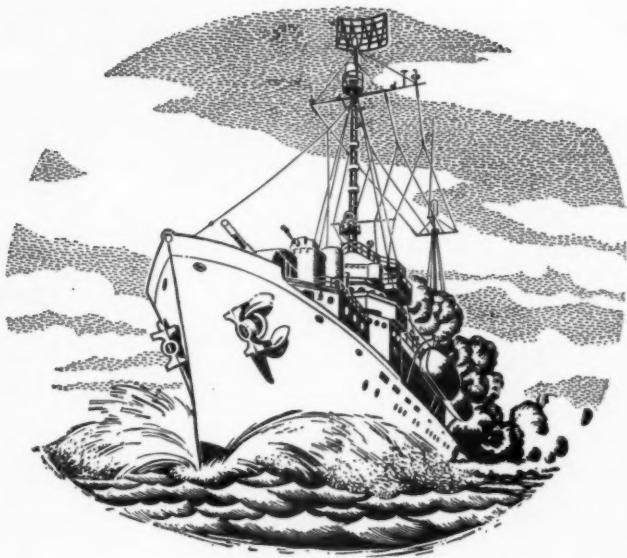


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BULLETIN



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U.S. COAST GUARD BULLETIN...



Washington, D. C.—May 1951

Major Administrative Changes Take Place in Headquarters Organization

Amendments which were effective 1 May in the organization of Coast Guard Headquarters have prescribed four major changes.

The Planning and Control Staff was abolished.

The Office of Finance and Supply was abolished, and the Office of the Comptroller established in its stead.

A Chief of Staff was established.

The functions of five key Headquarters Divisions were placed under the Chief of Staff.

Designated Chief of Staff was the Assistant Commandant, Rear Admiral Alfred C. Richmond, who, holding the post as additional duty, is charged with development of basic policies, coordination of plans, and generally supervising the Chiefs of Headquarters offices, District Commanders and Commanding Officers of Headquarters units.

Similarly under his supervision are the Administrative Management, Headquarters Services (formerly Headquarters Administration), Legal, Liaison (newly established), and Program Analysis (formerly Program Planning) Divisions.

Admiral Richmond will be assisted by Capt. R. E. Wood, formerly Chief, Planning and Control, who was designated Deputy Chief of Staff.

Capt. I. E. Eskridge, who was Chief, Office of Finance and Supply, was designated Comptroller. Under him will function the Accounting, Audit, Budget and Post Analysis (formerly Budget), and Statistical Services (newly established) Divisions. The Supply Division will also

be under his supervision, for the present.

Details of the changes are outlined in Commandant's Circular No. 8-51, which directs that such parts of Circulars Nos. 20-48 and 11-50 as relate to Headquarters organization are canceled, as the new revision either supersedes or incorporates their provisions.

Coast Guard Honors Canine Star

The imposing collection of accolade won by "Lassie," the movie collie, was recently increased by a Coast Guard Certificate of Appreciation for rescuing three persons at sea.

The incident occurred one night recently while "Lassie" and Ray Weatherwax, his master, were cruising to Catalina Island aboard their new boat, the *Lassie*. The dog star suddenly jumped from the deck, where he had been lying, and began barking into the darkness. Weatherwax reported that when an answering call came from across the water, he steered in that direction until they came upon a small boat drifting helplessly without lights.

The three passengers, who were taken aboard the *Lassie*, reported that their motor had become disabled only shortly before they heard the welcome bark.

'Copter Delivers Supplies

When shifting ice in Lake Erie trapped seven fishing vessels about 5 miles offshore from Port Maitland, Ontario, a Coast Guard helicopter from Buffalo shuttled them about 1,400 pounds of coal and 450 pounds of food collected by the Port Maitland townspeople.

"Your Contributions Vital" Commandant Tells RTCM in Assembly at Sue Island

"Activities of the Radio Technical Commission for Marine Services are of long and active interest to the Coast Guard," Vice Admiral Merlin O'Neill, Commandant, recently told members and guests of that organization during their Spring Assembly at the Baltimore Yacht Club, Sue Island, Md.

"The Coast Guard cannot better meet the challenge of lives at stake than through unceasing quest for better means of learning when and where distress occurs."

Admiral O'Neill pointed out that most distresses are accompanied by weather conditions that render celestial fixes impractical, and said there is never a greater need for the aid of electronic position-fixing apparatus. One example of Coast Guard reliance on these, he said, is the regular practice of cutters answering distress calls in Loran areas to request the distressed vessel's loran coordinates, then proceed by the shortest route and make final approach along a loran line of the reported position.

The Commandant termed it of "essential importance" that the Coast Guard and all maritime agencies insure the expenditure of available frequency spectrum and materials in a manner to accomplish the greatest common good.

"You are in an excellent position to contribute to this goal," he said. "Through you, the Government may be kept appraised of the desires and needs of marine interests. Through you, also, is available authoritative appraisal of the technical value and practicability of suggested changes to United States policy that affects marine use of electronics."

"And these are but two of many ways in which your organization can, and does, aid the proper equipping of representatives of the United States to engage in such international conferences as IMCO, ICAO and International Telecommunication conferences."

Widely diversified interests must be considered and protected in the making of marine navigation policies, the admiral said. He pointed out that operators of small craft, for instance, can neither as a rule afford, nor do they require such complex electronic navigational equipment as is mandatory for larger vessels.

"But any comprehensive navigational system that is adopted must take into consideration providing for the safe operation of both without detriment to either."

Additionally citing fishing fleet as posing a special problem, Admiral O'Neill said their expenditures for navigational equipment is largely determined by what proportionate returns the equipment will make possible.

Reviewing the United States' present position in the marine navigational field, Admiral O'Neill said there are 34 Coast Guard-operated Loran stations in the Atlantic and Pacific, and the addition is contemplated of two three-station chains, one to be operated by the Coast Guard and the other by the Air Force.

Also operated by the Coast Guard are 189 radiobeacons on both coasts and on the Great Lakes, and plans are being laid for utilization of the additional radio-beacon frequency band which was made available at the International Telecommunication conference in Atlantic City.

Admiral O'Neill added that three ramark installations have been made on Atlantic coast lightships and one on a Great Lakes lighthouse. He solicited RTCM members' report and evaluation of them, citing that recent test installation of a short baseline Loran rate in the New York area had resulted from a qualified suggestion.

Prior to Admiral O'Neill's address, the RTCM audience saw newest Loran transmitting and receiving equipment. Additionally on view were such medium and short-distance aids as radar and delayed echo reflectors, ramark and microwave pelorus, in whose continuing development, the admiral said, the Coast Guard is presently engaged.



A STOLEN BOAT IS APPREHENDED BY THE COAST GUARD

When a young ex-convict stole a 40-foot fishing vessel at Boothbay, Maine, these two small craft from the Damariscove Lifeboat Station and South Portland Base had him cornered almost before the news spread. The photograph was taken from a Coast Guard PBV that had joined the chase and made it easy hunting for the picket boats.

Department of Defense Clearances Must Precede Letting of Contracts

Headquarters has advised in Engineering Memorandum 11-51 that the Department of Defense maintains an office for industrial security clearance of firms for Armed Forces work and directed that no bids be let or negotiations undertaken for work involving classified material without prior assurance that the firm in question has been cleared.

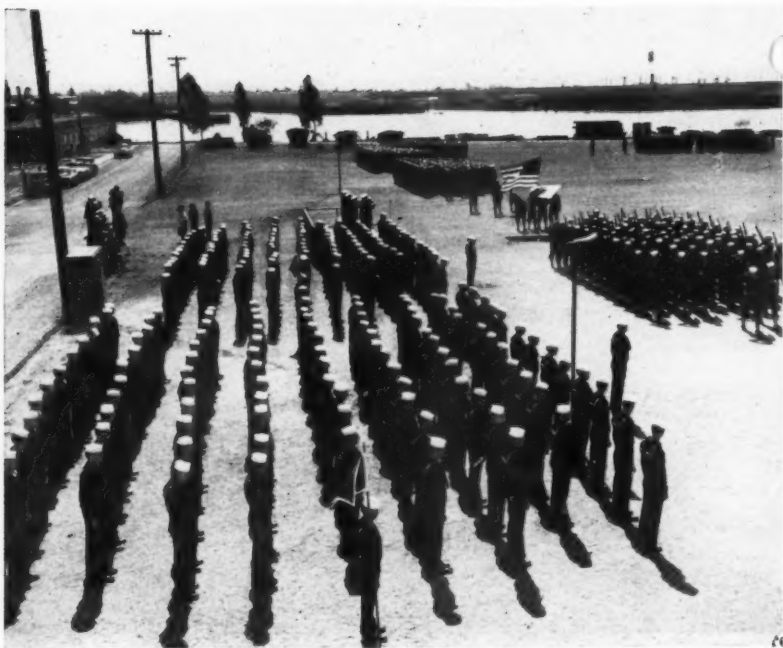
On the District level, information pertaining to various companies may be secured from the corresponding Naval District Industrial Manager.

In the event it is desired to negotiate with concerns which have not been

cleared, a letter of request containing significant information should be submitted to Commandant (E), who will refer the matter to the Department of Defense for action. No direct communication with the Department of Defense or Navy Department is authorized.

Agassiz Aids Broken Tow

Seamanship of the captain and crew of the cutter *Agassiz* was recently commended to RADM Louis B. Olson, Commander, Eastern Area, by R. E. DeSimone, executive vice president and general manager of Merritt-Chapman & Scott Corp., New York. When a barge towed by an MCS tug broke in two, the *Agassiz* aided in getting the tow safely to Morehead City, N. C.



TWO COMPANIES GRADUATE AT ALAMEDA

The Coast Guard standard is dipped in salute as trainees at the Coast Guard Training Station, Alameda, pass in review during graduation ceremonies for Companies G and H. With this ceremony, the number of men trained at Alameda and assigned to duty approach 900, with about 1,300 still undergoing training.

Cutter *Haida* Scrapped At Puget Sound

The 30-year-old cutter *Haida*, veteran of 10 Bering Sea Patrols, was recently reduced to scrap metal at the Puget Sound Bridge & Dredging Co.

The *Haida* (WPG 45) was built at Oakland, Calif., and commissioned in October 1921. Her first permanent station was Port Townsend, Wash., but this was changed in 1927 to Seattle, and again, in 1933, to Juneau, Alaska. Between 1921 and 1933, the only exception to her annual Bering Sea Patrol occurred in 1930-31, when she was assigned to protect halibut.

During World War II, operating in Alaskan waters, the *Haida* figured in

several rescues and carried out scores of escort and weather patrol missions. She was decommissioned at Port Angeles on 13 February 1947 and sold early in 1948.

A Puget Sound newspaper, carrying a story about the scrapping, quoted an old retired Coast Guardsman. "It's like watching an autopsy on an old friend," he was reported to have said.

A wartime technique was used when the 110th known suicide from the Golden Gate Bridge, San Francisco, was reported to highway police. A patrolman dropped a bag of concentrated dye on the water, where a man had been seen to jump. The Coast Guard, tracing the flow of the current through the brilliant dye, located the body almost immediately.

Changes in Procedure for Engineering Training Are Announced by Headquarters

With superceding of Personnel Circulars 15-47 and 18-48 by 9-51, Headquarters has announced a new plan for the shipboard indoctrination and training of officers in engineering.

The term "student engineer" has been abolished, though officers presently in that category will complete training as prescribed. While all officers must still qualify to take charge of an engineering department at sea or in port, all engineering selection and assignment will hereafter be made by Headquarters only.

These, in large part, will be determined by marks attained by engineering trainees, together with their stated preference to Commandant (PTP) for engineering specialization with rotating alternate assignments, occasional engineering assignments, or none at all.

Under the new plan, it was stated, strong emphasis is to be laid on actual watchstanding and practical work. The qualifying program, designed for easy completion in nine months (but which may be completed in not less than four), covers competence in engineering administration, damage control, main propulsion systems, steam generators and accessories, electrical and electronic systems and auxiliaries.

NSLI Policy Holders To Collect Dividend

Payment of a special dividend on National Service Life Insurance policies which have been in force for three or more months since the anniversary date in 1948, or effective date if issued later, has been announced by the Veterans' Administration. Checks, reported to average \$85, will be issued about 4 months after the anniversary date in 1951.

To facilitate correct mailing of dividends, the Veterans' Administration has made available "Notification of Address" cards. These are to be completed and

submitted by all NSLI policy holders who presently remit premiums by allotment or otherwise indirectly to the Veterans' Administration.

Cards have been distributed for military policyholders via normal channels, and commanding officers have been directed in their proper return, as a unit. Under no circumstances are individuals to return their cards separately, and they have been requested not to burden the Veterans' Administration with queries.

A supply of cards will be subsequently available at each unit for new policyholders or present ones who desire to change address. Further dividends will be paid later, according to the Veterans' Administration, though not oftener than annually.

Put Best Foot Forward On Color Guards, Advice

When the Coast Guard accepts an invitation to furnish a color guard for a public ceremony, the Service is obligated to put its best foot forward.

Such is the advice of Headquarters after receipt of unfavorable comments concerning the appearances of Service color guards and their "lack of smartness."

The ability to meet a high standard of performance should be assured before any invitation is accepted, units were informed, particularly inasmuch as the color guard is a prominent part of a ceremony. Imperfections such as a lack of training, improper colors, poor appearance and incorrect equipment must be avoided. Responsible officers are directed to be meticulous in their choice of men and equipment.

The crew aboard the Barnegat Lightship was confounded recently when a perfect overhand knot was found in the middle of the anchor chain following a severe storm on station. The *Sassafras* was called and used a heavy boom to untangle the chain—but not the mystery. An anchor at one end of the chain weighs a ton or more; the ship, of course, is attached to the other end.



A FAMILIAR SCENE IN THE FLOOD AREAS

A symbol of succor are these Coast Guardsmen in their amphibious *DUKW* approaching a flood-ravaged farmstead. Spring, 1951, saw rivers in the mid and far west surging over their banks to ruin crops and render thousands homeless.

Month of May Recalls Famed NC-4 Flight and Cdr. Elmer F. Stone

Thirty-two years ago this month, a single order from the Navy Department sent 5 battleships and 68 destroyers coursing toward specific interspersing points between Rockaway, Long Island, and Plymouth, England. They were to form the backdrop for an historic milestone in conquest of the air.

Since World War I, men of vision had vested untold hours of plan and calculation into the challenge of the Atlantic. Now, three British units were poised at St. Johns, Newfoundland, where also the dirigible *C-3* tugged at her moorings. Two crack crews stood by in France. And on Long Island, in New York, was

United States Navy Seaplane Division I, Nos. *NC-1*, 3, and 4.

The pilots were Commanders John P. Towers and H. C. Richardson. Lt. Comdrs. Marc A. Mitscher, P. N. L. Bellinger, A. C. Read, and Elmer F. Stone, a lieutenant of the Coast Guard, were the other pilots.

This officer had a talent greater than the confines of his Service, which he qualified to enter in 1910, 23 years after his birth in Livingstone, N. Y. Three years later, when he received his commission, he was already "tagged." It was no accident that in 1916 he became the first Coast Guard officer to attend the Naval Flight Training School at Pensacola.

Cheering became a roar when pilots Towers and Richardson took off first in *Flagship NC-3*. Then *NC-1*, with Bel-

linger and Mitscher, who 24 years later, as Admirals, would guide carrier warfare to new heights. Then *NC-4*, with Read and Stone.

All three planes landed safely in Newfoundland. At 2200, 18 May, they headed together for Horta, Azores, the longest single leg of the flight. A hundred miles west of Flores, heavy weather battered the *NC-1* down to a rough sea landing. Further, 45 miles southeast of Fayal, the *NC-3* fared similarly. The *NC-4* alone arrived.

She lifted off the water at Horta on the 20th. It was an hour and forty-five minutes to Ponta Delgada. There, fog and heavy seas delayed departure for Lisbon until the morning of the 27th, but the 10-hour flight was without incident.

On the last leg, a leak in the port engine sent the *NC-4* down for an emergency landing in the Mondego River, above Figueira, Portugal. But her crew worked so feverishly, she was aloft with the next high tide. A second emergency landing was necessary at Ferrol, Spain, and more repairs. At 0627, 31 May, when she limped up into a light overcast, there was suspense on both sides of the ocean.

Seven hours later history was made, the canvas and plywood plane was in circling descent over the harbor at Plymouth, England. Her crew was feted, presented the keys to the city. America, when they were home, tendered thunderous ovation.

Commander Elmer Fowler Stone was assigned with the Aviation Division of the Navy Bureau of Aeronautics until autumn, 1926. In May 1932, he became Commanding Officer of the Coast Guard Air Station, Cape May, N. J. In 1934, he was named Inspector of Naval Aircraft at the Douglas Aircraft Co., Santa Monica, Calif. His last command was the Coast Guard's new air station at San Diego.

He died, of coronary thrombosis, in May 1936. He had been a test pilot, helped develop catapult and deck-arresting gear for carriers and aircraft. He had established a world speed record for amphibian planes—191.79 m. p. h., at

Buckroe Beach, Va. He had in these and many ways contributed substantially to the progress of aviation.

His funeral was in Washington, D. C., and he lies in Arlington.

Commander Stone's legion of admirers quickly began a "Stone Fund." Appropriately, it will finance a fitting remembrance in the Coast Guard Memorial Chapel.

Cleveland Gets Voluntary Water Safety Program

Cleveland, Ohio, media recently hailed an intensive water safety campaign conducted jointly by local units of the Coast Guard, Coast Guard Auxiliary, Power Squadron, Red Cross, and the Cleveland Engineering Society.

Highlighted by the installation of about 50 dumb compasses along Lake Erie between Avon Point and Mentor Harbor, and designed to substantially reduce delay in the reporting of marine accidents, the campaign coincided with beginning of the boating season.

The program is additionally supported by schools, parent-teacher associations and other civic groups, and is on a wholly volunteer basis. Wide publicity was given the installation of the dumb compasses, at strategically located residences or shore points, and persons witnessing actual or potential marine accidents were requested to immediately advise the Coast Guard, giving a compass bearing.

While aid is dispatched toward the scene, the Coast Guard will obtain a cross check from the nearest volunteer look-out station.

Reaction of the Cleveland area populace has been reported gratifying, and it is believed that effect of the program will be reflected in a comparison of 1951 marine accident figures with those of past years.

An additional facet of the campaign was familiarization of the public with means of quickly contacting the Coast Guard by phone. In Cleveland, as in some other large cities, one can dial the operator, state an emergency, and ask directly for the Coast Guard.

Key Coast Guard Role Is Played by Washington Radio Station

Washington Radio Station, Alexandria, Va., occupies about 200 acres of the old Hayfield Farm, as it was called when owned by Nellie Custis. Here, in modern buildings equipped with the most recent advancements in the field of radio communications, Coast Guard personnel are a link between distant ocean-station vessels and the United States Weather Bureau, between Coast Guard Headquarters at Washington and field units throughout the Service.

It is at the same time prominent in Service testing and development of communicational equipment.

Washington Radio is the first radio station in the Coast Guard to be specifically designed and built for optimum receiving and transmitting efficiency. It is augmented by a 35-acre satellite station on which are located remote controlled transmitters.

As each ocean-station vessel relays its collected weather data several times daily, 24-hour monitoring is required to handle those in the Atlantic area. On receipt, the information is reduced to tape transmission and passed to the central United States Weather Bureau office.

Additionally handled are messages of routine operational nature, together with traffic accompanying search and rescue and similarly special missions to which ocean-station vessels may be assigned.

An also continuous special radio watch monitors aircraft and long-range ship-shore frequencies, guards and handles traffic involved in various administrative and special flights and vessel activities such as the annual Cadet Cruise and Bering Sea Patrol. This watch also conducts liaison with Districts and, when necessary, units assigned in connection with floods and other emergencies of widespread nature.

Administrative observation of all traffic permits the making of frequent recommendations to Headquarters for revisions in communicational procedure

that result in specific or over-all improvements.

Under the Engineering Officer, warrant and enlisted specialists in the radio laboratory undertake the design, development, research, and testing of electronic equipment associated with Radio Aids to Navigation and general communications.

A cable laboratory tests factory samples of telephone cables, wire and associated telephone equipment.

A crystal laboratory grinds and repairs old crystals.

All maintain extensive records of public property.

Through the functions of several auxiliary units, the basic activities of Washington Radio Station are largely self-sufficient. The carpenter shop produces woodwork of standard and experimental design to meet needs of production or development facilities. The machine shop performs similarly, and additionally repairs home and field unit electronic and mechanical equipment.

Frequently, there are commercially developed new radio and electronic devices which meet basic Service standards, but require specific adaptation for special Coast Guard needs. Where, in such instances, costs of factory adaptation are prohibitive, the desired units are purchased by the Coast Guard and adapted at Washington Radio laboratories for field usage.

Washington Radio personnel additionally maintain the upkeep of electronic gear installed at Coast Guard Headquarters. The Commanding Officer is Commander William B. Dawson.

The Social Security Act of 1946, with amendments approved in 1950, has certain provisions of interest to close survivors of servicemen, particularly in claims for benefits, eligibility, wage credits and computations. Headquarters urges that this information be brought to the attention of survivors and that inquiries be directed to any local Social Security Administration office. A personnel circular on the subject is being distributed.



STRICKEN SEAMAN IS TWICE LUCKY

Probably wishing he had another appendix is seaman Richard Hodson who was stricken aboard the *Dexter* while on weather patrol. Transferred to the nearby American Export luxury liner *Independence*, he was operated on and awakened to find glamorous movie star Yvonne DeCarlo, a passenger, at his side. Here, at dockside in New York, she bids him goodbye. Hodson was transferred for convalescence to the U. S. Marine Hospital, Staten Island.

Golden Gate Capsizings Spur Boarding Activity

A loss of 12 lives when high winds and heavy seas capsized two boats off San Francisco, in February, set off a sharp increase in Coast Guard boarding activity in that area.

Lost within sight of the Golden Gate were an Army tug, on February 3, and 2 weeks later the sports charter boat *Joane*. Fourteen of twenty soldiers and airmen aboard the tug were rescued. Of seven employed by the California Fish and Game Commission to tag salmon aboard the *Joane*, only 55-year-old San Franciscan George Monaco survived.

Thousands of Sunday picnickers watched as he was dramatically lifted to

safety by a Coast Guard helicopter from the South San Francisco Air Station, piloted by Lt. (jg) Thomas J. Haynes.

The stepping-up in boarding activity that followed the tragedies was begun with the posting of a 7-hour, 4-boat Coast Guard blockade just inside the Golden Gate Bridge. Of 59 craft of all types that were stopped and inspected, the operators of 30 were issued certificates of violation.

When a commercial transport en route from Honolulu to Palmyra in the Pacific was "completely socked in" soon after departure, a boat-owner passenger took over operation of the Loran equipment. When he said "take it down," the pilot dropped the plane and—you guessed it—was over Palmyra for a safe landing.



MEDAL OF VALOR FOR COAST GUARDSMAN OF 1950

Beaming, handsome and pardonably proud, ENC Ralph Guarino hears words of congratulation from Rear Adm. Alfred C. Richmond, Assistant Commandant, who has just decorated him with the Medal of Valor. The Baltimore American Legion Post No. 27 annually tenders the coveted award to the "Coast Guardsman of the Year." For Guarino, it followed a Silver Lifesaving Medal for his daring, dramatic rescue last June of a man who was injured and drowning near Coast Guard Moorings, Pier 9, New York City, where Guarino is stationed.

Goodbye, Buttons

The Coast Guard, and the Navy as well, is getting rid of the traditional buttoned-

front blue trousers for enlisted men. When present stocks are exhausted, the new issued trousers will include zipper-fronts and pockets.

Coast Guard Personnel Invited To Compete in Annual Photo Contest

All commands have been urged to stimulate interest in the Annual Inter-Service Photography Contest. To be held in Washington, D. C., on July 9, 1951, the contest is open to active regular and reserve personnel of all but ROTC branches of the Armed Forces.

Coast Guard personnel have been invited to compete via Navy eliminations, entering at the applicable Navy Group levels.

Each Naval Group Commander will select and forward to Chief, Navy Personnel not more than 50 photographs each in the color and snapshot classes, and the same maximum in each of four categories in the salon class.

Entries must be accompanied by identification of the photographer, together with information about the subject and technique incorporated in the photograph.

Following the judging, by a special board, a first, second, third, and two Honorable Mention trophies will be awarded in both the color and snapshot classes. Winning salon contestants will be similarly rewarded, with an additional Grand Prize for the entry adjudged "Best of Show."

Additionally, all contestants whose entries are selected for the grand finals will receive Certificates of Achievement signed by the Secretary of Defense. The Service earning the largest cumulative number of points in all classes and categories of competition will be awarded the perpetual Inter-Service Photography Contest Trophy.

Identification of Naval Group Commands and further general information is available in Personnel Circular 6-51, with enclosure.

Revised Light List Soon To Be Published

The publication of a revised listing of lights and other marine aids to navigation in which lighted and unlighted aids

will appear together in their geographic order, with amplifying data on the same page, has been announced in Aids to Navigation Memorandum 7-51.

While the new publications may still be referred to as "Light Lists," the name will be officially changed to "List of Lights and Other Marine Aids." The book will be about the size of the new Coast Pilots, such as the 1949 edition for the West Indies or Hawaiian Islands. Aids will be listed for each district in this order: seacoast, major channel, Intracoastal Waterway, minor channel and miscellaneous. Data concerning illuminating apparatus of lighted aids and means of operating fog signals will be omitted, and the present Intracoastal Waterway Light List will be discontinued.

There will additionally be published local lists of each district, excepting the Second and Ninth, for intra-District use. While listing only those aids within the district concerned, these will contain the same introductory pages and indexes as the complete editions. Assembled and bound into two volumes, and cross-indexed, the local lists will form complete editions for the Pacific Coast and Islands, and the Atlantic and Gulf Coasts.

The revised listings are expected to meet requests frequently made to the Coast Guard for a list at nominal cost for mariners operating in only one district, for those operating in several districts, and convenient for the use of Coast Guard personnel within a district.

The Coast Guard in San Francisco was swamped with telephone calls early on a Sunday morning when a water-front siren blew continuously for 75 minutes. The trouble was traced to a fog siren which blasted the air until the fog lifted at 5:20 a. m.

155 years ago this month, Congress increased the monthly compensation of Revenue Marine officers to \$50 for masters, and \$35, \$30, \$25, and \$20 for first, second, and third mates and mariners, respectively.

Coast Guard Personnel Get Special Training at Provost Marshal General Center

The Coast Guard and Military Police Corps have reached an agreement whereby about 85 officers and 1,500 enlisted men will train during the next year at the Provost Marshal General Center, Camp Gordon, Ga.

Lt. Comdr. Emmett P. O'Hara, with a staff of 8 officers and 45 enlisted men, will handle Coast Guard administration and intensive instruction in the variety of special subjects that, for Coast Guard students, will augment the regular military police training.

These subjects are designed primarily for use in conjunction with Coast Guard Port Security duties. They include anti-sabotage; boarding and inspection; pier, ship and gangplank guard; wharf, dock and waterfront installations; security check of passes and identification; dangerous cargo; licensing; labor relations; fire-fighting, prevention and inspection, and the use of picket boats.

New Precaution Required In Buoy Cleaning

Engineering Memorandum 22-49 has been modified by Engineering Memorandum 9-51 to no longer permit the practice of pumping foul air from the interior of acetylene buoys as the only precautionary measure against the presence of acetylene gas. Hereafter, the interior shall be flooded with water before the blower is used, and strength of the supporting dock or wharf shall be determined prior to the additional loading of the buoy with water.

Mohican Crew Wins Praise Of Salvage Official

"They worked much harder than many paid crews I have had," a salvage company official wrote to Commander, 5th District, commending the crew of the *Mohican*, which had prevented a floating hoist from sinking.

Reserves To Receive Physicals Before and After Training

ALDIST 50 stipulates that all Reserve personnel will be physically examined before and at the end of each period of active training duty.

In cases where a complete physical was conducted within 30 days of reporting, however, an additional one will normally be waived.

Under normal circumstances, the physical examination received by enlisted personnel assigned to the Organized Reserve will suffice for drill-and other inactive duty training throughout their enlistment. But Reserve trainees who are assigned for two weeks at the Alameda or Cape May Receiving Centers will be physically examined on conclusion of training. Those who fail to qualify will be processed in accordance with Reserve Memorandum 4-51.

Former Korean Advisor Back With Coast Guard

Lt. Howard C. Robinson, USCGR, of Oakdale, Pa., who last August returned from Korea where he was a technical advisor to the Korean Coast Guard, has been reactivated and assigned at Second District Headquarters in St. Louis.

On the Korean assignment, Lieutenant Robinson, who had seen about 4 years active service during World War II, was one of eight former Coast Guard officers employed in civilian capacity by the Department of the Army. His specific job was advisor to the superintendent of the South Korean naval shipyard at Chinhae, about 27 miles west of Pusan.

San Francisco Has "Auxiliary Day"

When the Auxiliary in San Francisco announced April 14 as the date for its Fifth Annual "Over the Bottom" race, world's largest power-cruiser event, Mayor Elmer E. Robinson officially proclaimed it "Coast Guard Auxiliary Day."

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